

POSSIBLE FIGHT WITH U. S. TOPIC IN JAPAN'S DIET

Admiral Kato Asked What Navy
Plans Are in Case of Attack
By American Fleet

SIXTEEN GREAT SHIPS PLAN FOR FIRST LINE

Dreadnought Remains Basis
Unit of Great Navies, Is
Opinion of Committee

[By Associated Press]
TOKIO. One superdreadnought, two cruisers, one destroyer, three submarines and two special service ships constitute the program of naval building for Japan for 1916. Admiral Kato, minister for marine, explained the naval expansion project before the budget committee of the diet recently in response to an interpellation.

The battleship will be about the same type as the Fusō and Yamashiro, which was recently launched, and will carry twelve 14-inch guns and sixteen 6-inch guns. The two cruisers will have a speed of 28 knots. They will probably be in the nature of light scout ships. Their armament has not yet been decided. The submarines will have a displacement of seven hundred tons each, a speed of 18 knots on the surface and 10 knots in the water and will carry one gun.

Admiral Kato expressed the opinion that the war in Europe would not necessitate any considerable alteration in the naval armament of the great powers. He fully recognized, he said, the effectiveness of aircraft and submarines as weapons of offense as demonstrated in the present war, but he believed that these facts hardly affected the position of the battleship as an engine of war. If the Kaiser's warships dared not venture from their own sheltered waters it was because of the powerful British squadrons awaiting them outside. The absence of any great naval engagement in Europe must be ascribed to the very great difference between the British and German navies.

As for submarines, however, actively they might work, their activities were confined within certain limits and they could hardly be expected to place the great battleships hors de combat. The minister said that equipment was now being provided on ships against air attacks. He was confident that the dreadnought remained the basic unit of great navies.

Reveals First Line Plans.
The admiral further said that in deciding the armaments for new battleships the naval authorities preferred the twelve 14-inch guns principle to the eight 16-inch of the British and German navies because they deemed the former more advantageous than the latter from the viewpoint of naval tactics. Furthermore, the authorities believed that there would occur no change in the shape and size of warships and naval guns in the near future. The minister's remarks brought out the fact that Japan's eventual program includes the establishment of a first line fleet of eight battleships and eight great battle cruisers.

Admiral Kato was asked particularly by K. Kobayashi, a member of the committee, as to the comparative strength of the Japanese navy and those of Great Britain, Germany and the United States. The member also wanted to know whether the naval authorities were confident of victory in case of war—for instance, in case of war with the United States. He asked what plan the navy had in case the United States attacked Japan with her naval strength twice that of the Japanese navy.

To this Admiral Kato replied that figures do not always decide the issue of a battle. He is quoted as having added: "If the American navy invades Japan, we have only to encounter it with the best tactics and art of warfare, to the last vessel and last man, meanwhile relying on the dignity of the August emperor and the strong support of a sixty millions nation. This is the decision of our navy in such an eventually."

Changes in Personnel.

Simultaneous with the opening of the diet has come a sweeping change in the personnel of the navy. Especially noteworthy is the appointment of Vice-admiral Yashiro, ex-minister of the navy, to be commander-in-chief of the second squadron; Vice-admiral Nawa as commander-in-chief of Matsuyama naval station; Vice-admiral Murakami as commander-in-chief of the third squadron; Vice-admiral Yamaya, who commanded the Japanese squadron to the southern isles during the war operations last year, as vice-chief of the naval board of command, and the transfer of Vice-admiral Takarabe from command of the third squadron to the command of the secondary naval station at Port Arthur.

Since resigning as minister of marine, Vice-admiral Yashiro, who won the applause of the public as leader of the navy cleansing in connection with the naval scandal of last year, has been leading a secluded life in a suburb of Kyoto devoting himself to the study of Buddhist philosophy. His appointment to the new post together with his restoration to active service has attracted much approval. The changes are generally regarded in Tokyo as indicating a commencement of waning of the influence of men of Satsuma extraction. The great leaders in the navy have always come from Satsuma province, hence the navy power had come to be known as Satsuma.

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DOLLAR IS BUSY ON QUESTION OF PACIFIC TRADE

(Continued from page one)

We may go into the trans-Pacific trade. That proposition is now being analyzed by Capt. Robert Dollar of San Francisco, who is one of our directors and knows the shipping business on the Pacific as well as anybody.

Continuing, in the first formal interview since his connection with the company, Mr. Stone said that while the plans of the company were naturally not in definite form, it would at any rate follow the general principles which led to the expansion of the engineering construction and financing of public utility corporations by Stone & Webster and their associated companies.

Wide World is its Field.
As men sent out by that firm were located in various cities until they knew their cities and the cities knew them," he added, "so thousands of men will be sent into foreign fields by the new company, will get acquainted with the people, will study their needs and desires, and will show them that American producers and manufacturers can satisfy them at the lowest cost."

"We are far behind the English in building up foreign trade through association with foreign people and study of their ways. The English have their young men scattered the world over. Ours have stayed at home, when they have ventured forth, have not had the time or the disposition for intensive study of the customs, manners and business of foreign people."

"The field is the whole wide world. We have hardly begun to do business and our office staff is not even organized, yet we have proposals before us for investment in Central America, South America, China and South Africa. Every one of these propositions implies the employment of Americans and the purchase of American goods."

"For example, we have applications for loans from a score of municipalities in South America. One wants money for sewers, another for electric lights, another for power, another for street railways. In no case is a large amount of money involved. Most of the applications range between \$500,000 and \$1,000,000."

Municipal Loans.
"No such application would not be entertained by an American bank or banking house. It would be necessary to send down men to investigate the merits of every proposal, and after that to have men watching the workings of the system put in by American capital. The expense would be prohibitive."

"We propose to have men on the lookout for these municipal loans. We can take a number of them and finance them by the issuance of our debentures with the municipal bonds as security. We can have the borrowing municipalities widely separated, so that a period of depression in one country would not seriously affect the solidity of the financial structure."

Concerning the plan to have the government own merchant vessels, Mr. Stone said:
Government Ownership.
"Personally I do not favor Government ownership of merchant vessels. But, speaking for the company, I do not care to comment on the administration's plan further than to say that we stand ready to co-operate in any plan for development of the country's merchant marine that seems to us feasible."

Mr. Stone was asked if a keen foreign demand for American products would not result in higher prices at home. He replied that the reverse should be the case, for if manufacturers were stimulated to increase their output the goods should be produced at lower cost.

Mr. Stone also said that it was not the purpose of the company to acquire any foreign field for itself as against other American concerns engaged in foreign trade or enterprise, but rather to cooperate with American firms invading foreign fields.

CHINESE NEW YEAR CELEBRATION WILL LAST TO WEEK END

Members of the monarchy party among the Chinese in Honolulu will continue to celebrate the Chinese New Year for at least two days more. Although the new year closed at 12 o'clock last night, the members have planned a celebration which will include receptions and dinners for the balance of the week.

Many of the stores are closed, and the merchants will take the opportunity to visit friends and enjoy the pleasures that have been followed by those who favor the old New Year period. Last evening more than 100 tourists visited the Chinese Chamber of Commerce on Maunakea street, where they were entertained by members of the Chinese committee.

There is not so much noise today as yesterday as most of the Chinese have planned the day for visits and forming new friendships. The firecrackers are still in evidence and an occasional Chinese orchestra may be heard.

Keep Your EYE
ON the ADS

FROM YESTERDAY'S
LAST EDITION

PINEAPPLE PACK OF ISLANDS WILL SHOW HEAVY DROP

Output in 1916 Will Be 500,000
Cases Less Than Last Year,
Says James D. Dole

Hawaiian pineapple canners, who for two years, have struggled against an overproduction of fruit which tended to break prices and in many cases reduce profits to the vanishing point, are facing better times.

The boom in pineapple planting, which broke in 1913, is now a thing of the past. Great areas are now going out of bearing, with the result that this year the pack of the Hawaiian Islands is likely to be less than 1,500,000 cases, against 1,984,785 cases in 1915. There is even a prospect of a further decrease in the 1917 yield.

The foregoing figures are deduced from the annual report of James D. Dole, president and general manager of the Hawaiian Pineapple Company, Ltd., which was submitted this afternoon at the annual meeting of the shareholders of the company. President Dole said, in part:

High Mark in Past.
"The year 1915 witnessed the high mark in pineapple production of the Hawaiian Islands, and the maximum result of the boom in pineapple planting, which culminated in the enormous area planted during the years 1911, 1912 and 1913. A pineapple plant takes approximately a year and a half to two years to come into bearing, remains in bearing from two to four years, but after its second crop, its output declines very rapidly."

"The boom in pineapple planting may be said to have broken in 1913, and the disastrous effect on many of the growers of the low prices since obtained have further curtailed plantings. Hundreds of acres of old fields are going out of bearing this year and cannot be brought into bearing again before 1919 or 1920 at the earliest. These conditions, together with the greatly curtailed crops on the island of Maui, due to the severe weather conditions on that island in the summer of 1914, will result in a decrease in the pack of the Hawaiian Islands for the year 1916 of at least 500,000 cases, very likely more, followed by a still further decrease in 1917."

That his company was able to earn a dividend in spite of the fact that, for the second consecutive year, Hawaiian canned pineapple sold at a price materially below the average island cost of production, was another statement made by James D. Dole, president and manager of the Hawaiian Pineapple Company, at the annual meeting of the stockholders this afternoon.

Mr. Dole's report showed that the company's pack for the year was 1,570,445 cans or 790,785 cases, which was an increase of 106,305 cases over 1914. The increase, Mr. Dole said, was due entirely to the purchase of fruit from outside growers.

Own Territory W. L. Lee.
"Because the company had curtailed its own plantings in 1913, the deliveries of fruit from its own plantation amounted last year to 15,681 tons, or a decrease of 2534 tons from the 1914 deliveries. Purchased fruit amounted to 15,886 tons, which was an increase of 6876 tons over 1914."

"In spite of a comparative increase in our sugar cost over 1914 of approximately \$14,000," he continued, "the costs of the factory and plantation operations have been satisfactory and in general have shown improvements over previous results. During the year we reached the point where we had entirely outgrown our old wooden office and have erected a new reinforced concrete and tile two-story building at a cost of \$18,510.73. We have no further capital expenditures of any moment in view."

Koolau Fruit Business Big.

Commenting on the business of the Koolau Fruit Company, which is owned by the Hawaiian Pineapple Company, Mr. Dole said that, during the year, it sold 7248 tons of fruit as against 6035 tons in 1914.

It was pointed out that the pineapple company is still unable to resume business with its German customers, but that, contrary to expectations, business with Great Britain and France has increased 33.13 per cent in 1915. About a year ago the company concluded to employ an expert chemist with a view to working up by-products, improving the quality and uniformity of the syrup, studying certain chemical problems and securing a more scientific control over packing.

"The results," Mr. Dole explained, "have fully justified the inauguration of this department and it is hoped that further gains may result from it in the future."

It was thought unlikely that any great changes in the directorate would be made at today's meeting.

AUTO DRIVER SPEEDS UP AFTER KNOCKING MAN FROM BICYCLE

A speeding automobile today struck Matsuo Kumechiyo at the corner of Beretania and Artois streets. The automobile was coming from town and going toward Kaimuki at a pretty good rate of speed when Matsuo, unaware of the approaching machine, turned the corner and was knocked from his bicycle, receiving a gash on his arm as a result of the collision. The auto sped on still faster and turned down a side street toward the McCully tract. The injured man was removed into a nearby residence, his injury given medical treatment, and half an hour after the incident had happened was on his way home. Matsuo is employed as a carpenter by one of the local Japanese contractors.

FLIGHT OF 1ST AERO SQUADRON GREAT SUCCESS

Machines Made 450 Mile Trip
in Texas Without Mishap
to Any of Flyers

A remarkable achievement was the moving of the First Aero Squadron of the United States army from Fort Sill, Oklahoma, to Fort Worth, Texas, without a single mishap. The distance traveled was 450 miles and the men made the flight in five days, stopping a number of times.

The 450-mile flight was more successful than even the most optimistic of the aviators had expected. None of the pilots suffered any mishap, but an electrician had a leg broken, while traveling overland, and one of the motor trucks was destroyed by fire at Fort Worth.

Besides the six aviators who made the flight under command of Capt. B. D. Foulois, there were forty men in the signal corps and six mechanics. The signal men made the trip to San Antonio in eight heavy motor trucks and the mechanics on motorcycles.

The squadron began the journey from Fort Sill on Thursday, Nov. 18, reaching San Antonio Nov. 23, in five flights, the intermediate stops being at Wichita Falls (Tex.), Fort Worth, Waco and Austin. During the greater part of the journey the six airmen flew at a height between 4,000 and 6,000 feet and averaged a mile a minute. When flying from Wichita Falls to Fort Worth a good north wind accelerated their speed, and much of it was at the rate of eighty miles an hour.

Under Real War Conditions.

This was the first general flight of the squadron since its organization. The army authorities arranged conditions as if in real warfare. Flights began early in the morning and usually occupied but little more than one hour for each leg. Thousands of Texans waved greetings to the flyers. Officers preceded the flyers and selected landing sites, each of which was marked by a large white letter "T." The squadron spent the night at each stop, and city officials, Chambers of Commerce and other organizations banqueted them.

In the flight from Waco to Austin on Tuesday four of the aviators became confused, two having landed at Lampasas, fifty miles west of the Waco-Austin air line. They had followed the Santa Fe tracks instead of those of the M. K. and T. Railroad. Another landed at Kingsland. The six men did not gather at the Austin hotel until late that afternoon, although they had begun the flight at 9:50 that morning. A thirty-five mile wind and hazy atmosphere prevented them from seeing their way clearly. It is ninety miles from Waco to Austin.

Lieut. J. E. Carberry was first away in each flight, while Capt. Foulois always brought up the rear, the machines leaving within two minutes of each other. The other flyers were Lieut. T. S. Bowen, Lieut. C. G. Chapman, Lieut. I. A. Rader and Lieut. T. D. Milling. All except Foulois are unmarried.

The six machines had to be gone over carefully and adjusted before each flight, maps and topography of the next leg carefully studied by all, atmospheric conditions considered and weather predictions obtained. One of the dangers of the trip was the possibility of collision. Instead of one landing to be guarded there were six, and, counting each stop, there were thirty landings that had to be negotiated. The aviator has much more difficulty in making a safe landing than a big liner has in entering port in a storm. Besides the aviators had to keep in direct communication with the motor squad every day and wait for it to come up; so the trip did not lack thrills.

Difficult All the Way.

"The flight was difficult the entire distance," said Capt. Foulois, "because of the high winds during the early stage of the trip and the haze during the last half. A gale sweeping thirty to thirty-five miles an hour tended to drive us from our course. Passing over Fort Worth the wind was exceedingly choppy. We found the weather comfortable at 5,000 and 6,000 feet."

The Aero Squad will maintain permanent headquarters in San Antonio and perhaps take part in border troop

movements, especially if there are any more raids along the Rio Grande. These expert flyers could easily detect any raiding parties in that flat country.

The six machines, biplanes, are of the latest Curtiss type, built especially for military purposes. They are equipped with eight cylinder motors of ninety horse power, and are capable of making ninety miles an hour when the wind is in their favor. Each machine carries a seat for an observer, who would be able to throw bombs or handle a gun. They cost the government \$7,500 each. They measure forty feet from tip to tip and are similar to scores that the French are now using on the western European front.

BIRTH CERTIFICATES WILL NOT BE ISSUED FOR MONTH AT LEAST

Reissuing of Hawaiian birth certificates will not begin for a month at least, according to Wade Warren Thayer, secretary of the territory, on account of various legal steps preliminary to the adoption of the scheme on the new basis which he proposes. It may be several weeks before the system is in working order.

The territory ceased issuing the certificates about a year and a half ago, and since that time the secretary has been endeavoring to get a definite basis whereby they might be given some value outside the territory. At present Hawaiian certificates have no credit with officials on the mainland but are of much value in the territory in many cases.

It is estimated that there are several thousand people, most of whom are foreigners, who will take advantage of the certificates when they are again issued, and it is expected that the office of the territorial secretary will be a very busy place when the work begins.

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